

BookletChart™



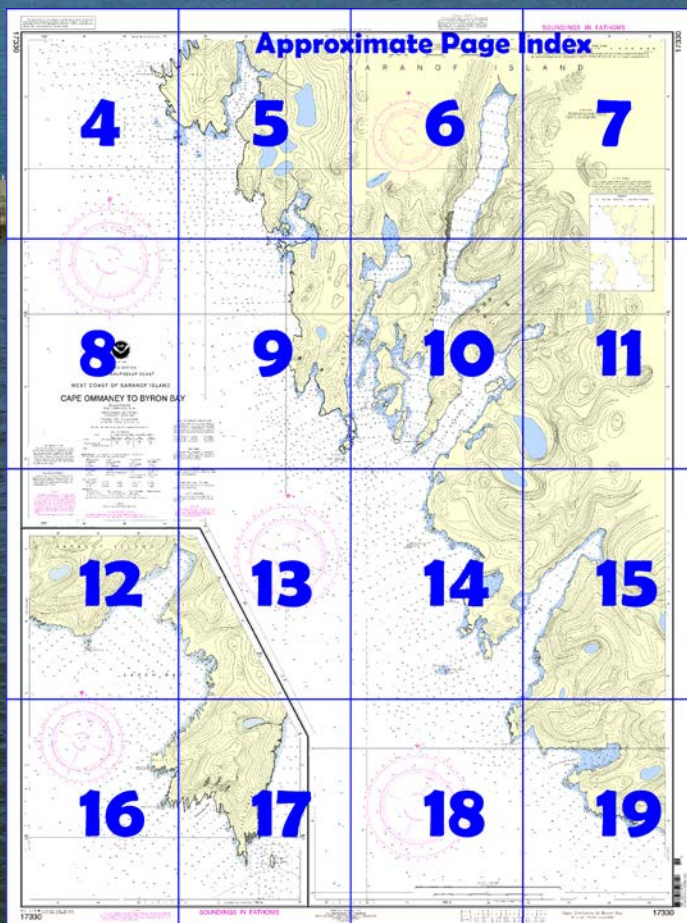
West Coast of Baranof Island – Cape Ommaney to Byron Bay **NOAA Chart 17330**

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17330>.



(Selected Excerpts from Coast Pilot)
Cape Ommaney, the S extremity of Baranof Island, is a remarkable promontory terminating in Ommaney Peak, a bluff, rugged, rocky mountain, detached from the higher land N by a low depression running through from Port Conclusion. Wooden Island, close SE of the cape, is marked by **Cape Ommaney Light** (56°09'37"N., 134°39'40"W.). (See chapter 10 for descriptions of the island and light.)
Ommaney Bay is an open bight on the W side of Cape Ommaney of no importance to navigation. **Eagle Rocks** are a group of bare rocks close off the first point W of Cape Ommaney.

Bobrovoy Point, about 1.8 miles NW of Cape Ommaney, is the SE point at the entrance to Larch Bay. It terminates in a wooded hummock that may be mistaken for Wooden Island during an approach from NW.

Larch Bay is a large open bay with an arm that extends in a NE direction. Anchorage may be found in about 20 fathoms in this arm. Small launches use this arm during the fishing season when fair weather prevails. Rocks extend about 500 yards off the W point of the entrance to the bay. There are low depressions between the bay and Chatham Strait.

Little Puffin Bay, about 5.8 miles NW of Cape Ommaney, has depths of 21 fathoms at the entrance, decreasing to 7 fathoms about 0.3 mile from the head, and then shoals rapidly. At the head of the bay are a stream and a gravel beach with outcropping rocks. Exposed anchorage for small vessels may be had in 6 to 7 fathoms, hard bottom. In entering, favor the N shore to avoid rocks awash and breakers off the S shore near the entrance.

Sealion Rocks (56°15.1'N., 134°50.0'W.) are a cluster of four dark rocks about 7.5 miles above Cape Ommaney and directly off the entrance to Puffin Bay. Several smaller outlying rocks are close-to. The central rock is pyramidal in appearance with steep sides; the others are somewhat more massive. The depths are good on all sides of the rocks, but it is better to pass S of them in entering Puffin Bay.

Puffin Bay is about 7.2 miles NW of Cape Ommaney. On the NW shore near the entrance is a massive patch of white rock. Depths in the bay range from 90 fathoms near the entrance to 23 fathoms close to the head. A small bight in the NW shore, 1 mile within the bay, furnishes temporary anchorage with limited swinging room for small craft. The entrance to the anchorage has a depth of 11 fathoms in a channel about 60 yards wide between shoals that extend from both points of the entrance. The cove furnishes little protection from S. The small cove in the SE shore near the head of the bay furnishes anchorage for small craft in 5 to 8 fathoms in the middle of the cove. The very narrow entrance channel has depths of 12 fathoms. Williwaws blow with considerable force during SE gales.

Driftwood Cove is a little bay 1.2 miles N of Sealion Rocks; its entrance is obstructed by reefs marked by kelp patches. The cove is exposed.

Big Branch Rock is a massive, dark, round-topped rock, about 1.8 miles NNW of Sealion Rocks and about 1.6 miles SE of Redfish Point.

Redfish Cape is a narrow peninsula appearing as a comparatively low, wooded ridge, parallel to the coast; it is the only apparent low ridge in the vicinity. From N a short distance above Redfish Cape, a white conspicuous cliff is seen in the midst of the timber. A chain of barely separated wooded islets extends 0.5 mile S from the end of the cape; the southernmost one terminates in **Redfish Point** (58°18.1'N., 134°52.5'W.). Between Redfish Point and Big Branch Rock are the entrances to Little Branch Bay, Big Branch Bay, and Redfish Bay.

Redfish Breaker, awash at low water, is 0.1 mile S of the outer rocks S of Redfish Point. It breaks except in calm weather. A rocky patch with a least-found depth of 3½ fathoms is about 0.5 mile SE from the same point. A shoal covered 7 fathoms is about 0.6 mile S of the point.

Little Branch Bay is about 1.9 miles long to the narrows, which are barely 75 yards wide, and widens into a basin. About 0.4 mile SSW of the narrows is an island, separated from the E shore by a channel 50 to 100 yards wide. Midchannel depths in the bay range from 81 fathoms near the entrance to 21 fathoms off the island, 12 fathoms in the narrows, and 17 fathoms in the middle of the basin at the head.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

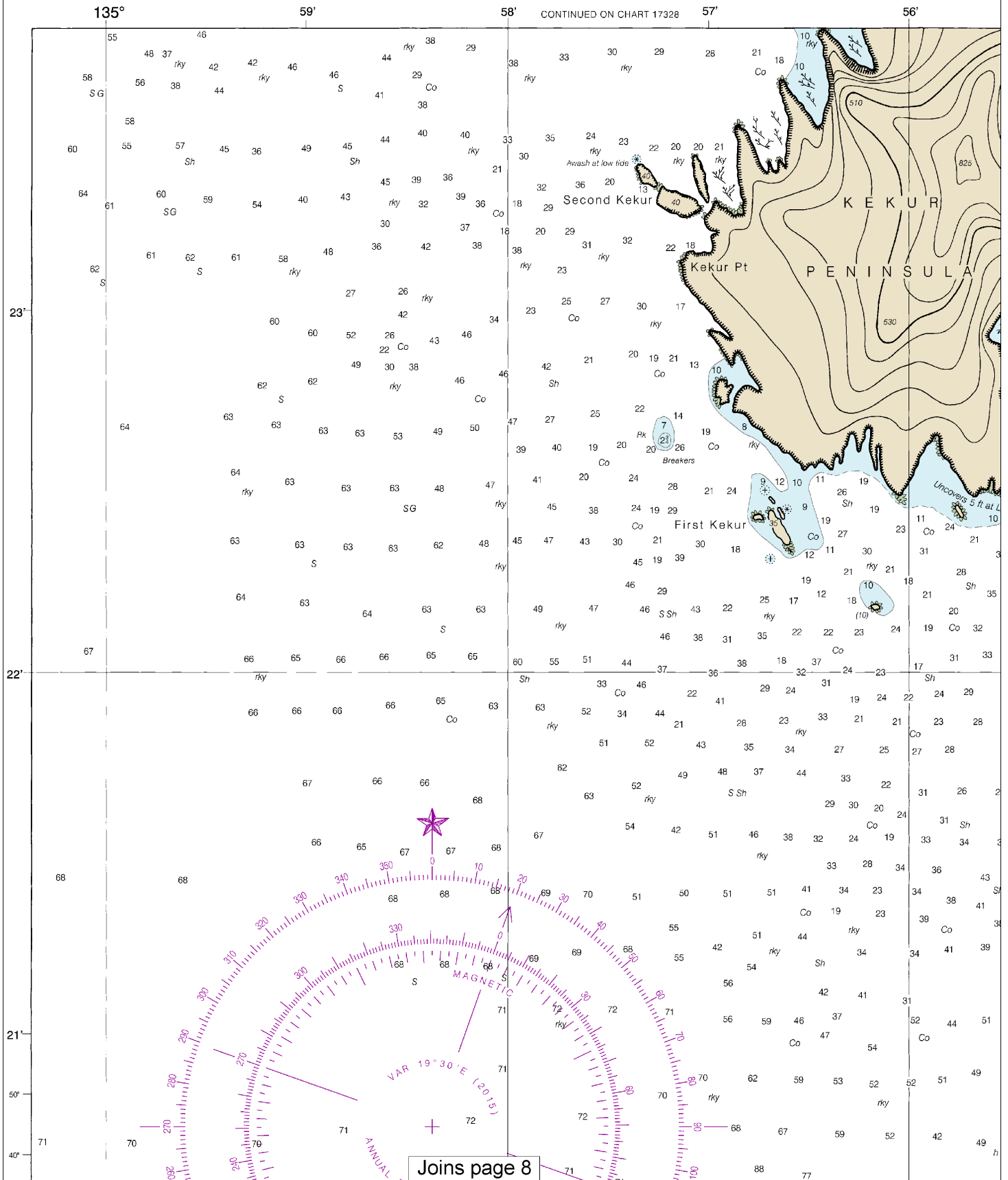
on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

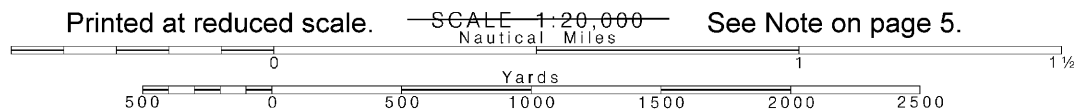
These volumes are available online at <http://www.navcen.uscg.gov>

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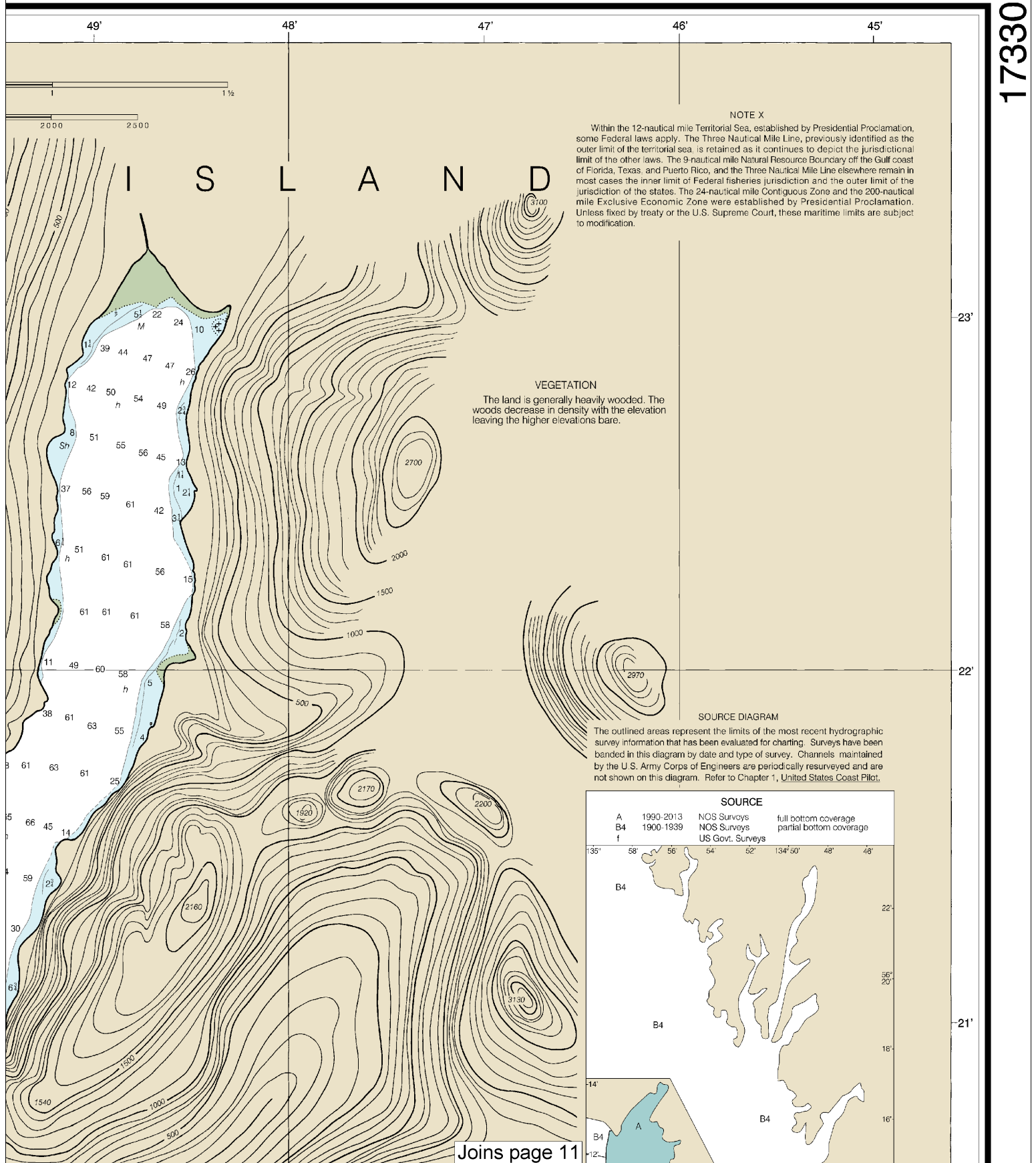
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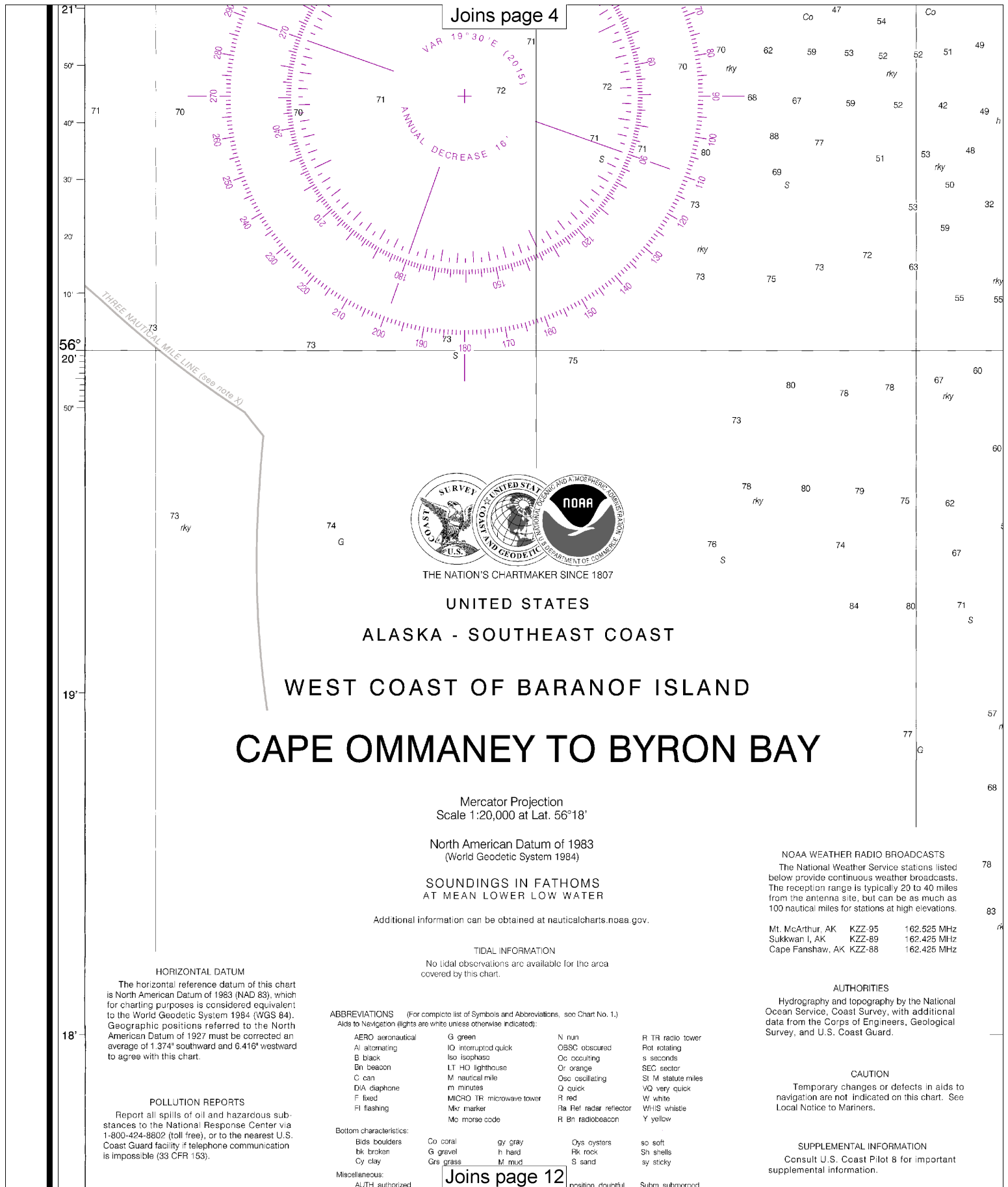
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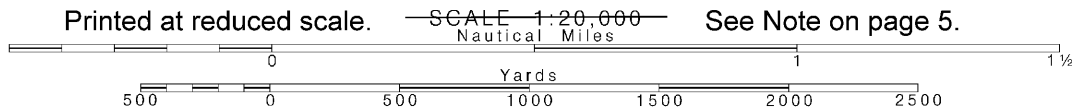
This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



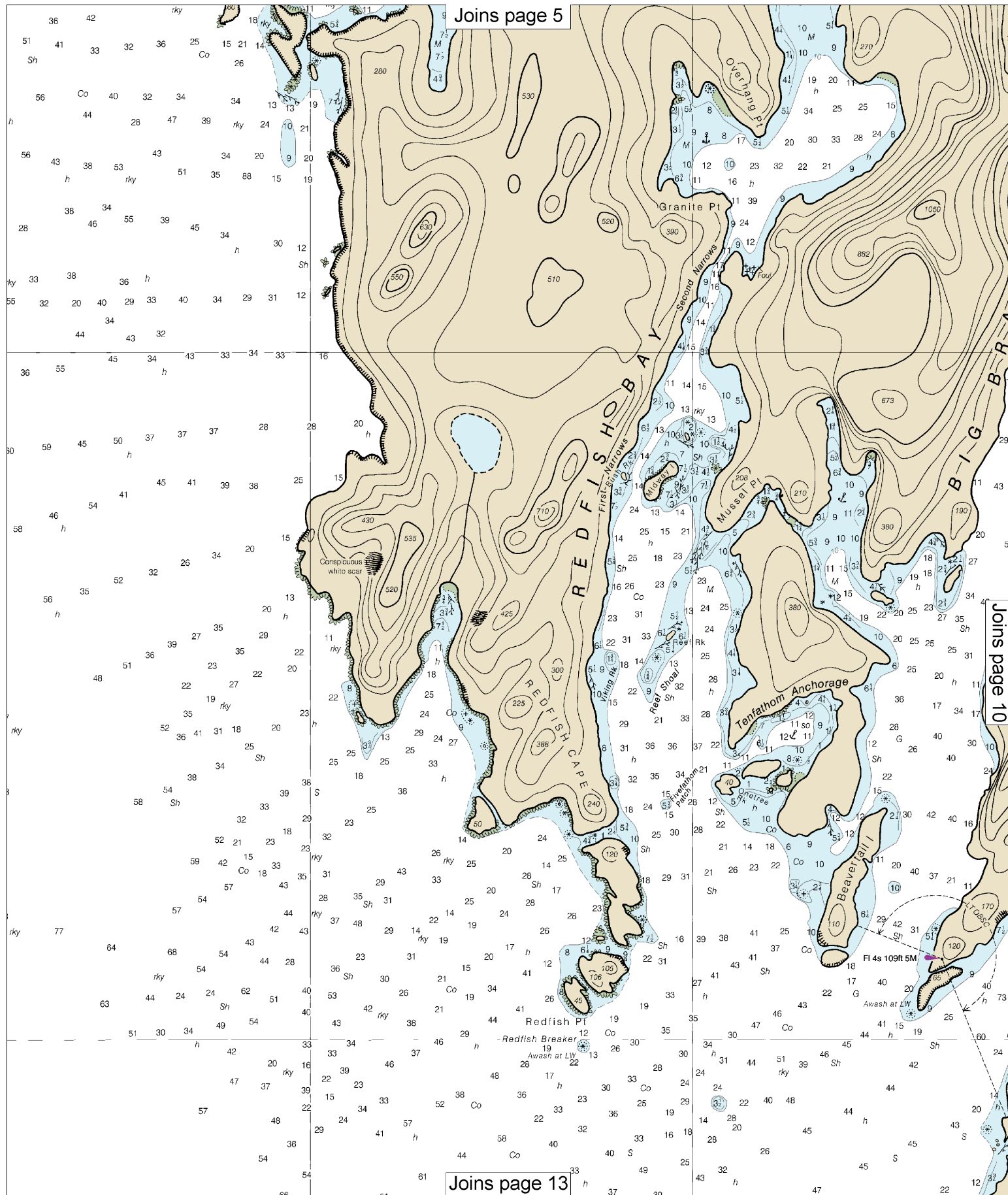


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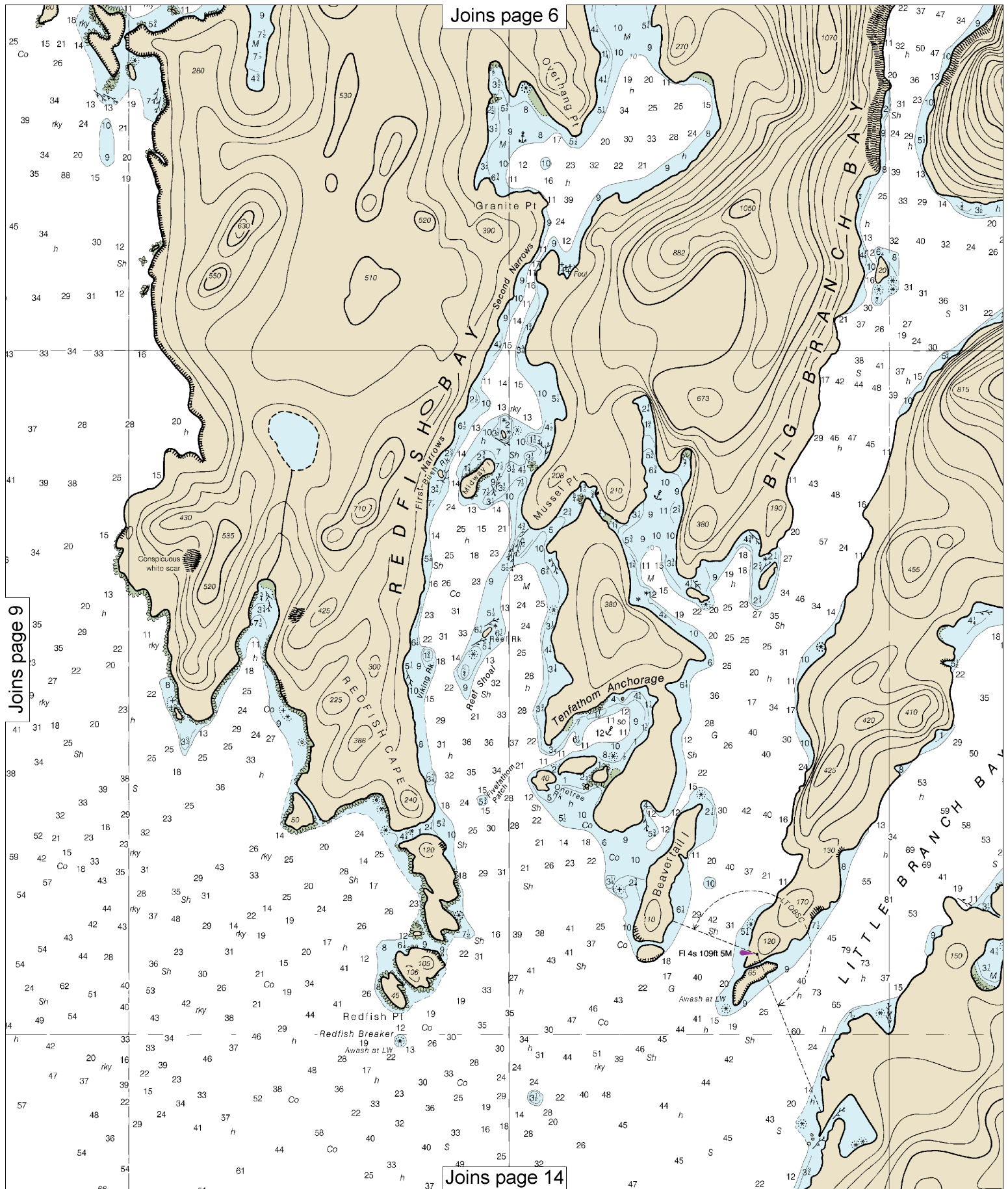
Note: Chart grid lines are aligned with true north.



Joins page 5



Joins page 10



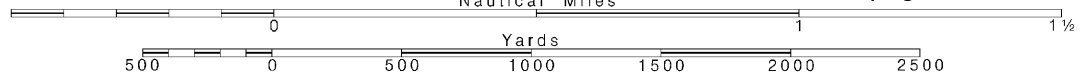
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Note: Chart grid lines are aligned with true north.

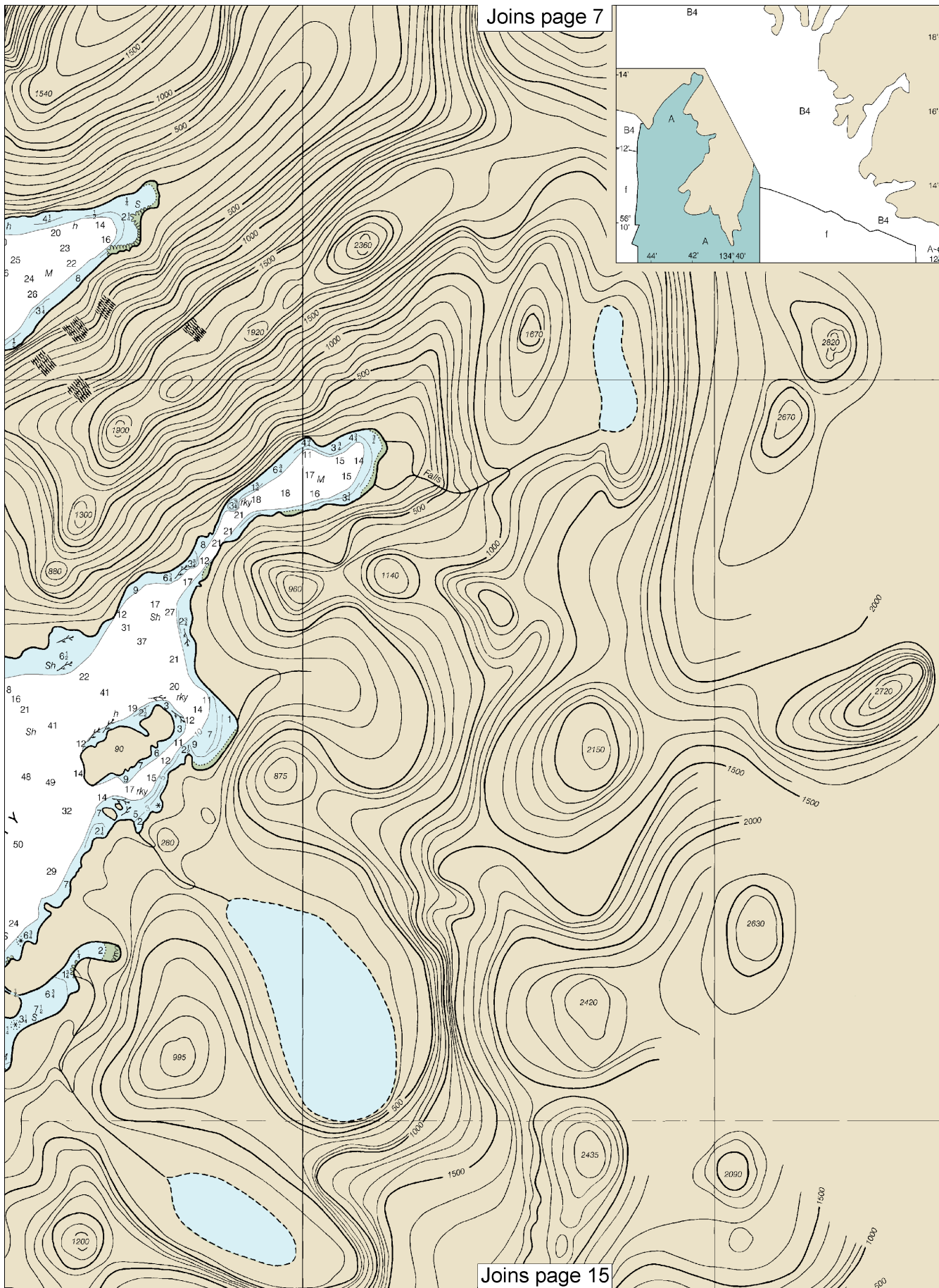
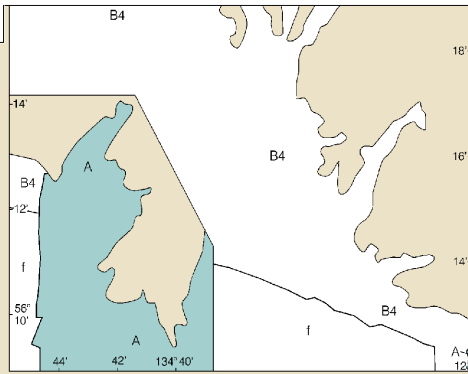
Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

See Note on page 5.



Joins page 7



56°
20'

19'

18'

Joins page 15

average of 1.074 southward and 0.410 westward to agree with this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

A alternating
B black
Bn beacon
C can
D/A diaphone
F fixed
Fl flashing

Bottom characteristics:

Bds boulders
bk broken
Cy clay

Miscellaneous:

AUTH authorized
ED existence doubtful

Co coral
G gravel
Grs grass

gy gray
h hard
M mud

Joins page 8

M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code

OSC obscured
occurring
orange
Osc oscillating
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon

Ror rotating
s seconds
SEC sector
ST M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 8 for important supplemental information.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

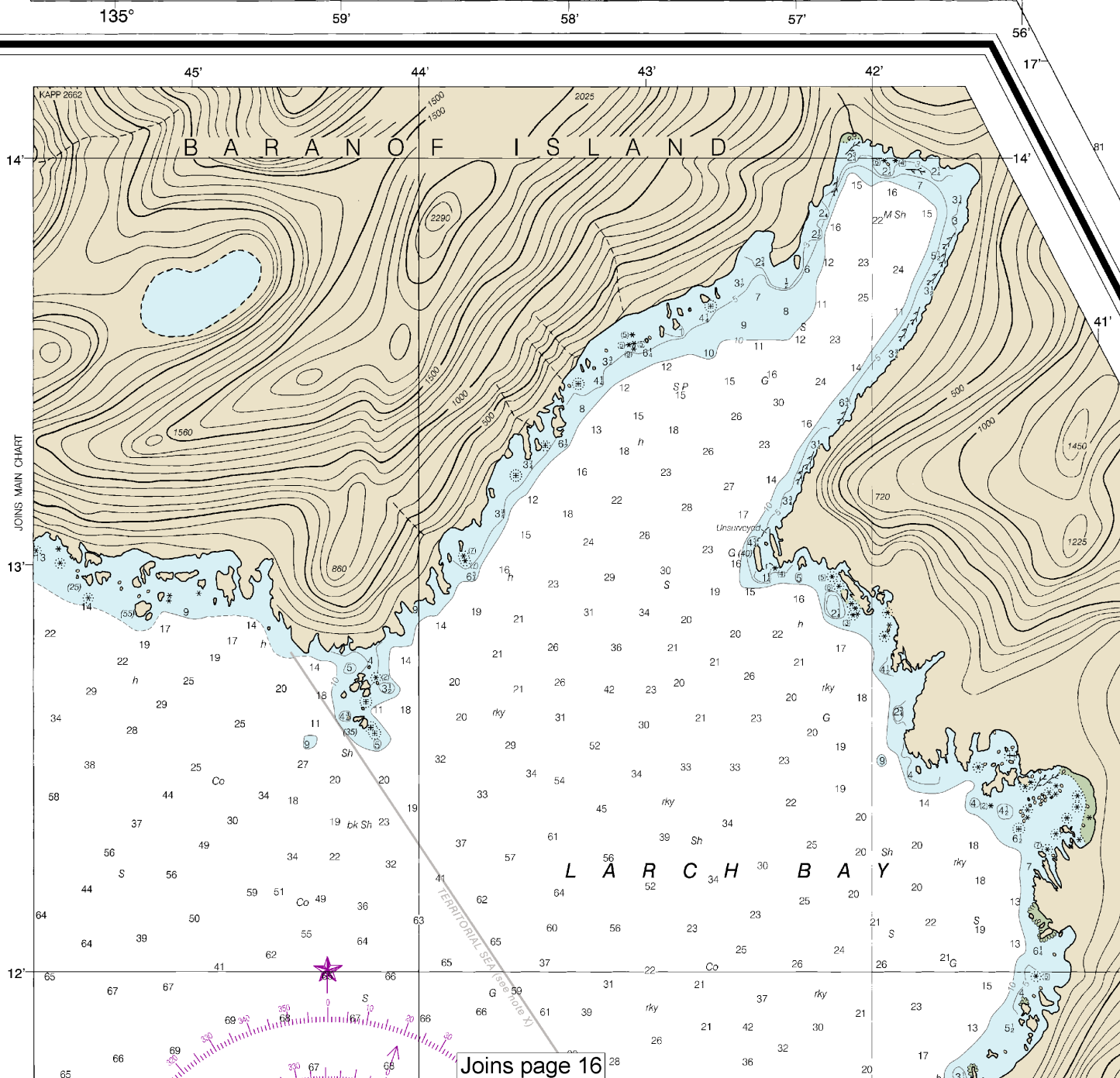
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HEIGHTS

Heights in feet above Mean High Water.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.



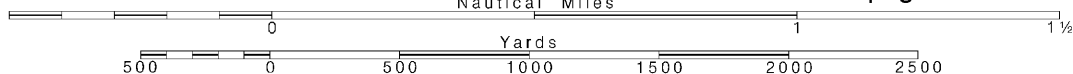
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Note: Chart grid lines are aligned with true north.

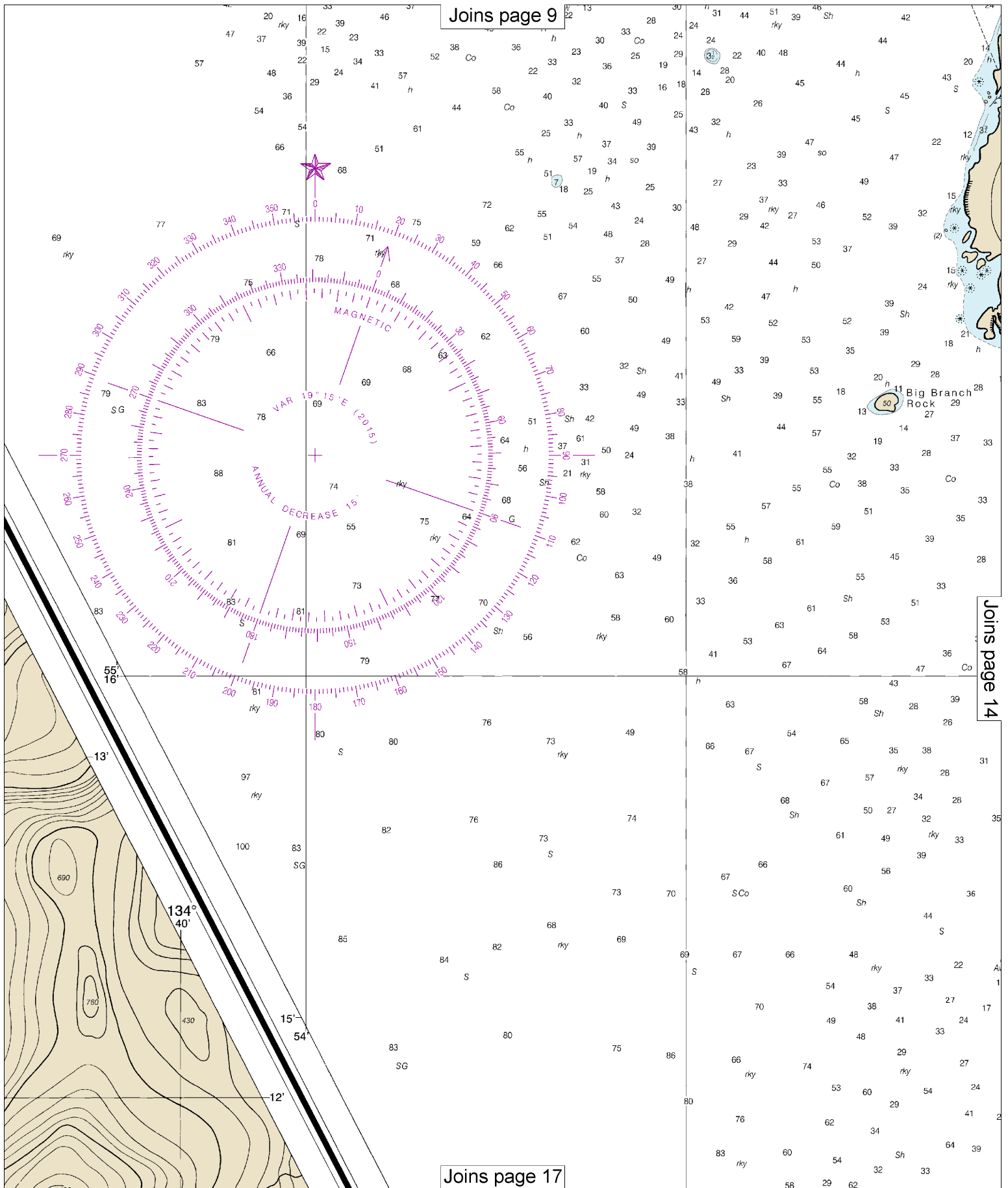
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Nautical Miles

See Note on page 5.

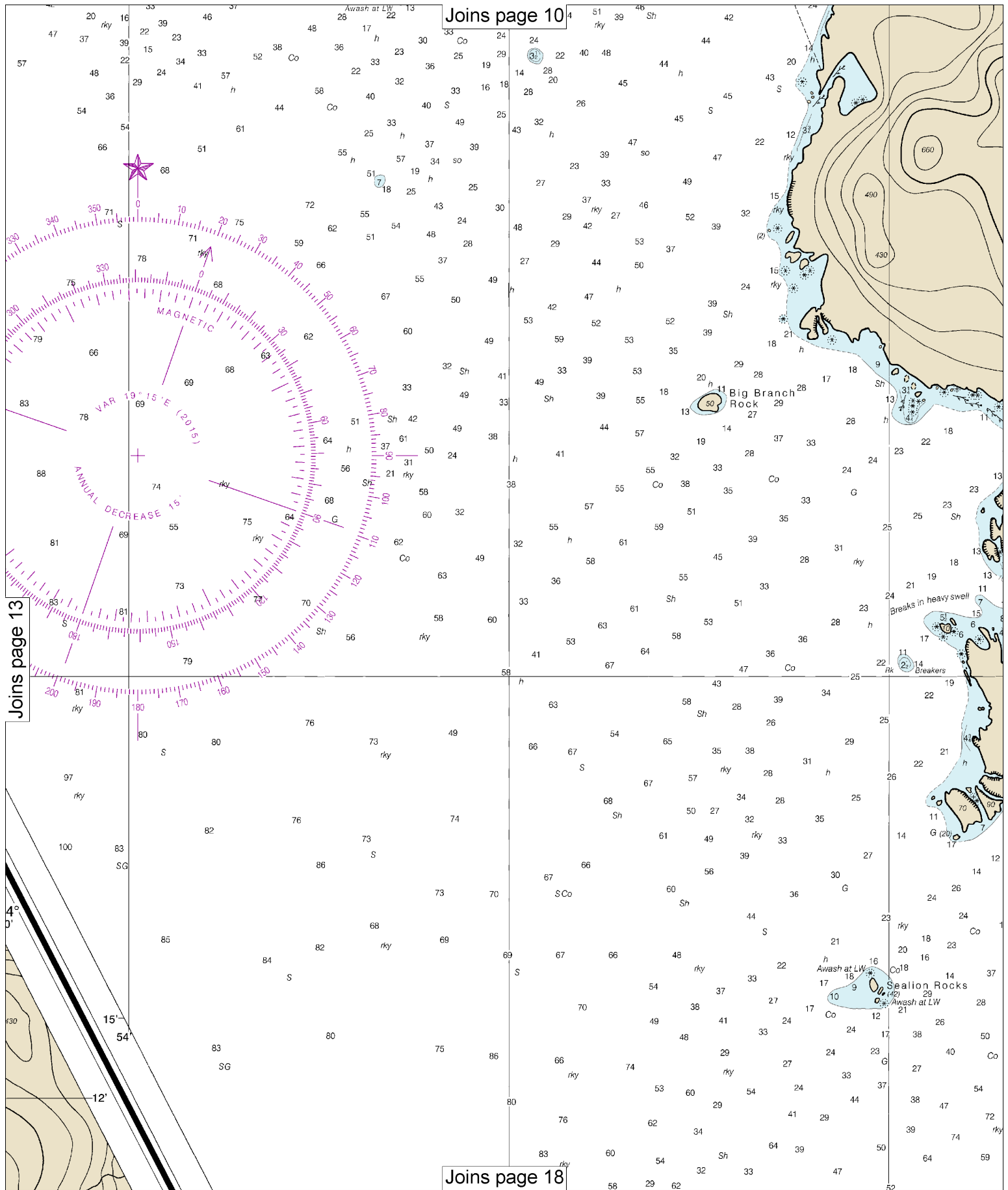


Joins page 9



Joins page 14

Joins page 17



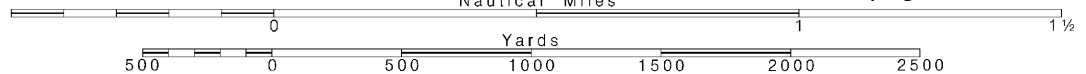
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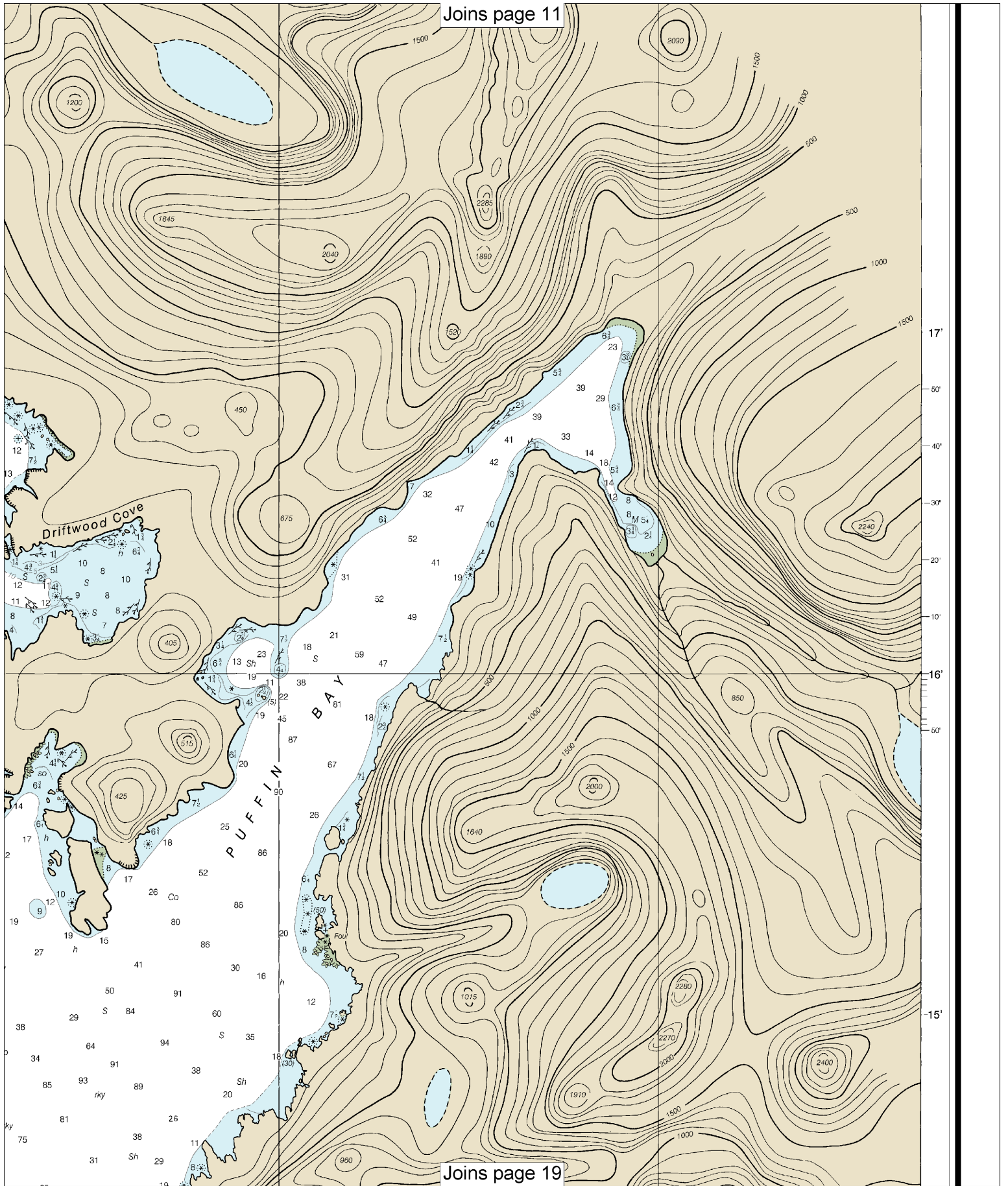
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Nautical Miles

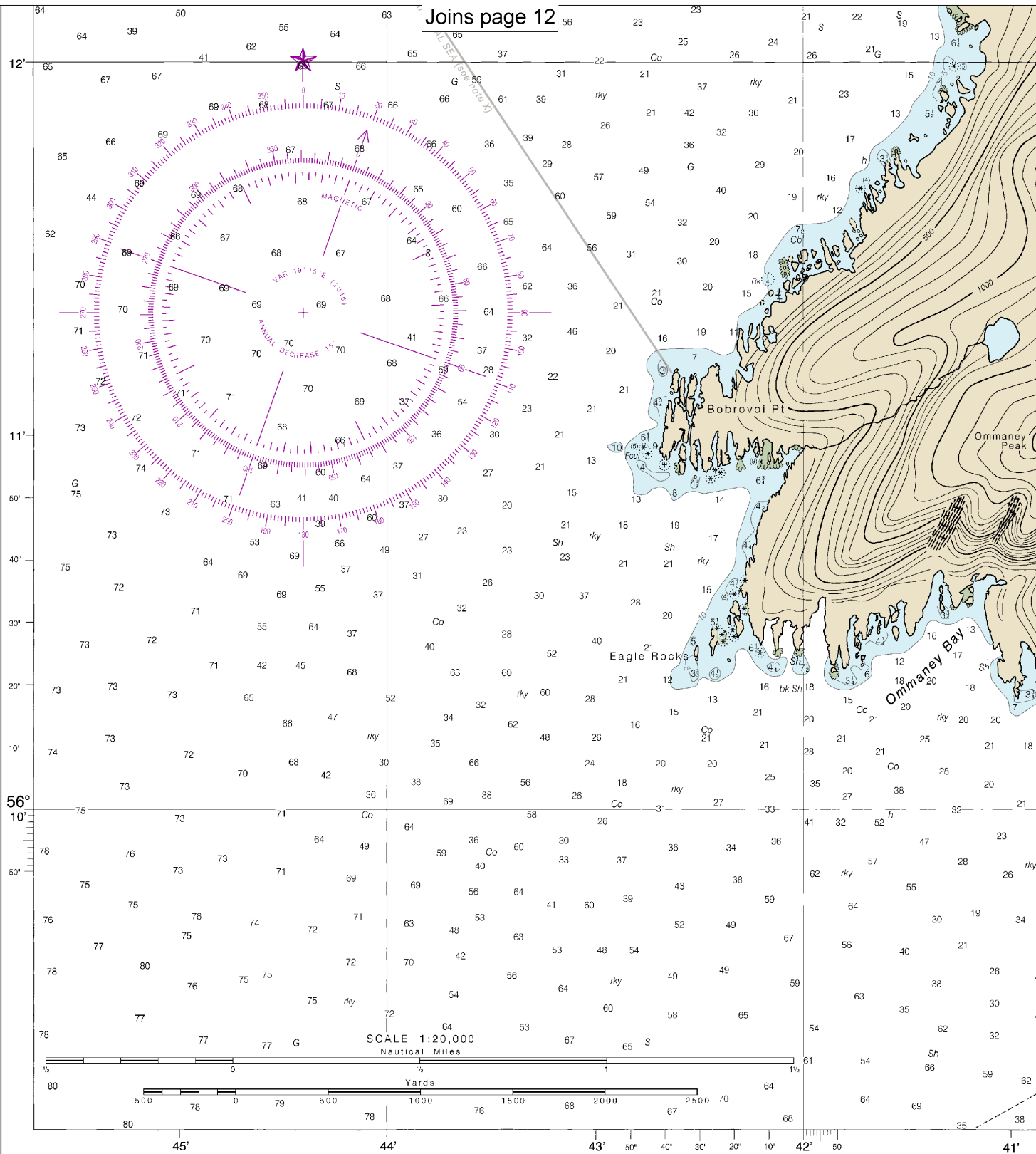
See Note on page 5.



Joins page 11



Joins page 19



10th Ed., Mar. 2015

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CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 3/4/2015. Cleared through:

LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

SOUNDING

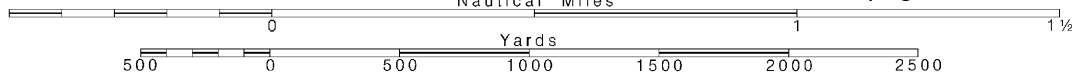
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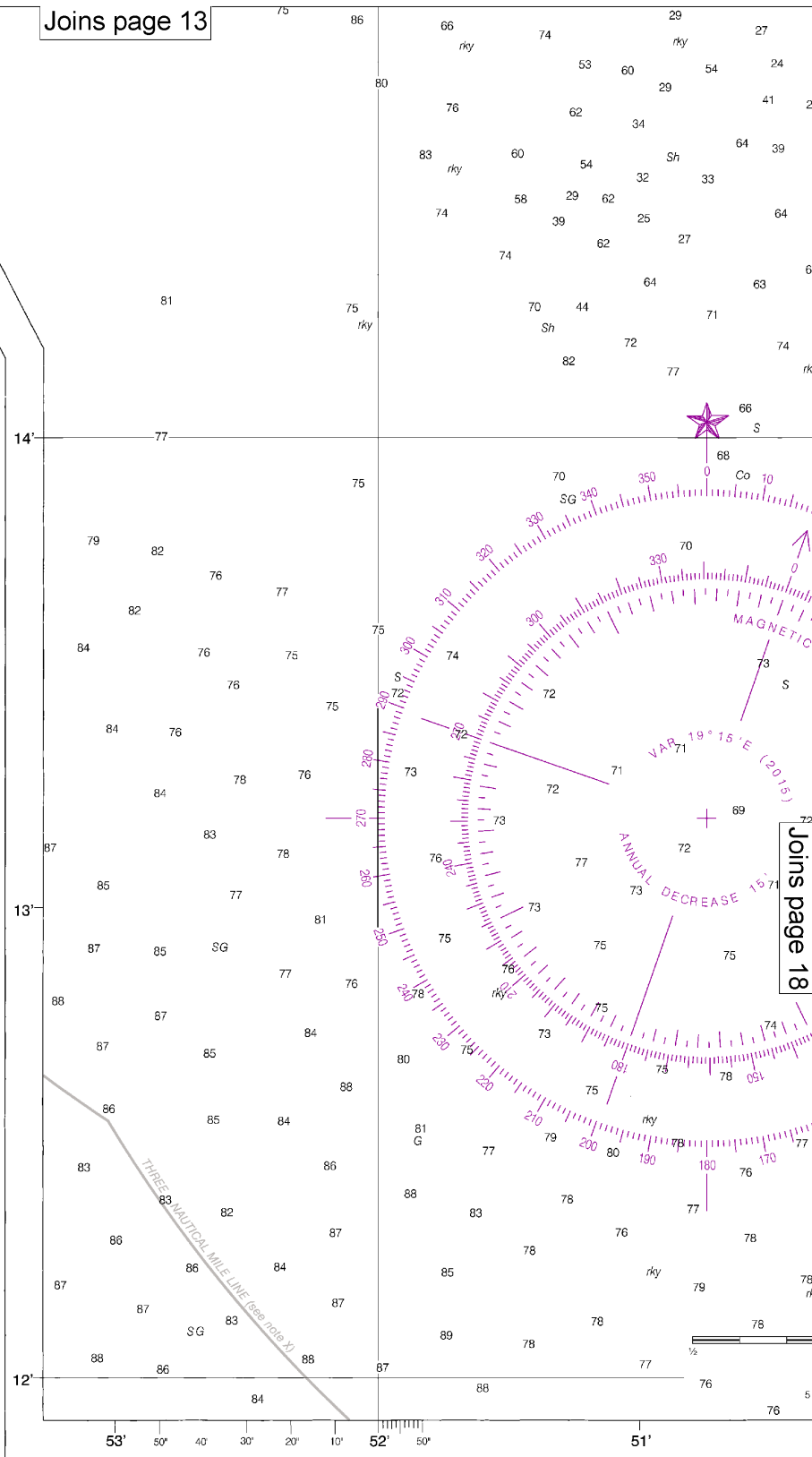
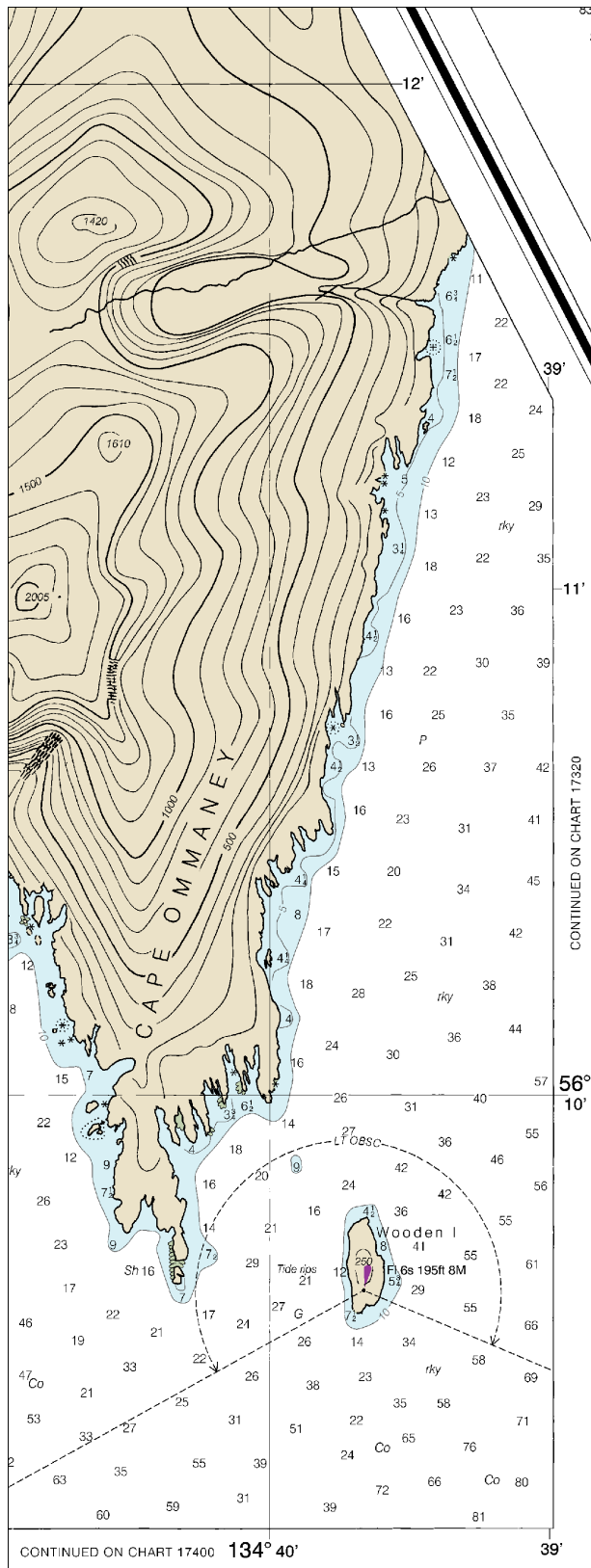
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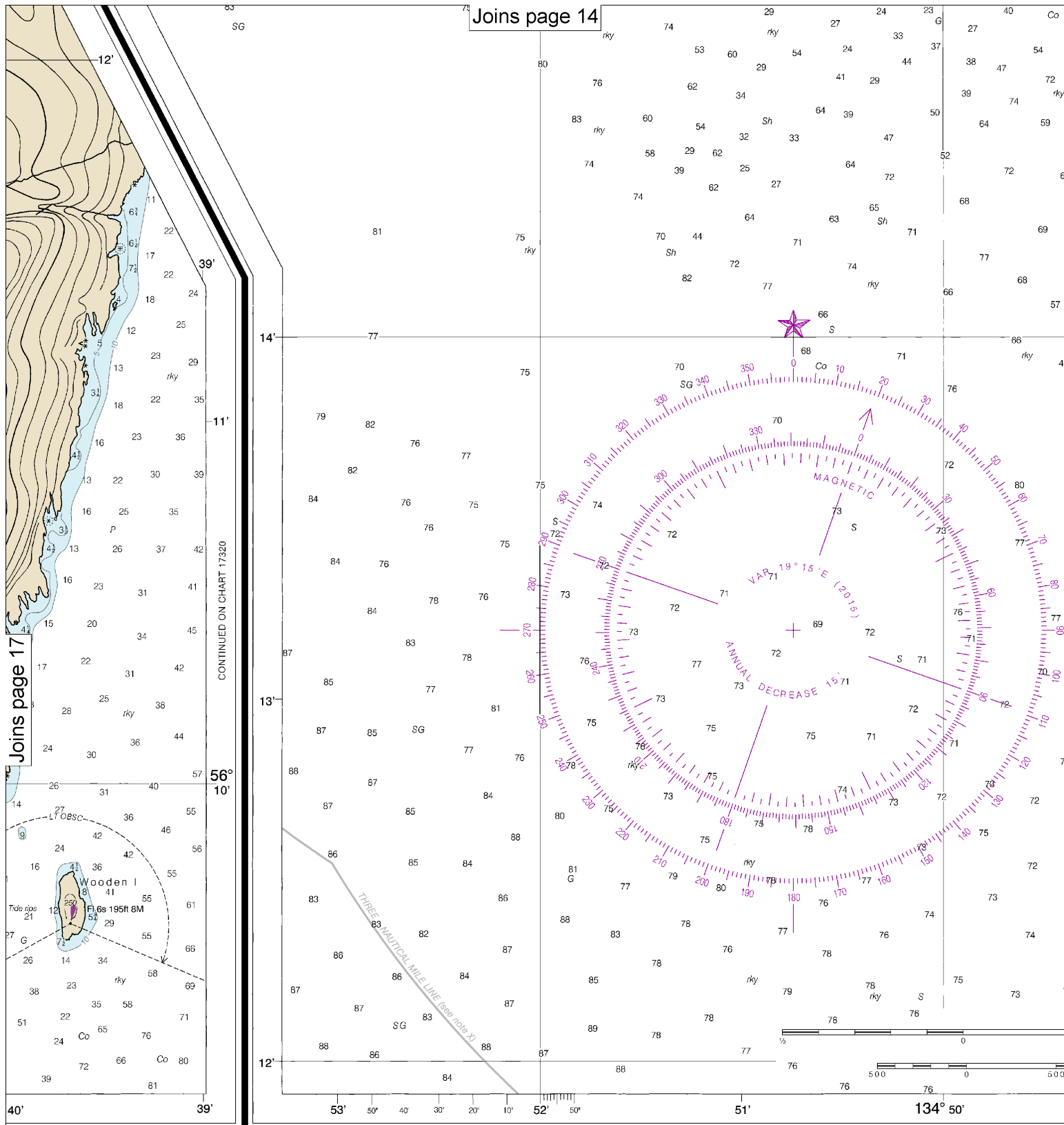
See Note on page 5.





INGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



HOMS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

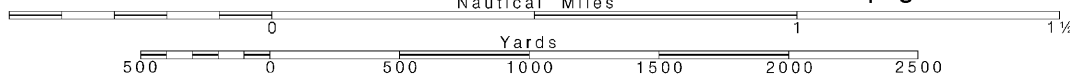
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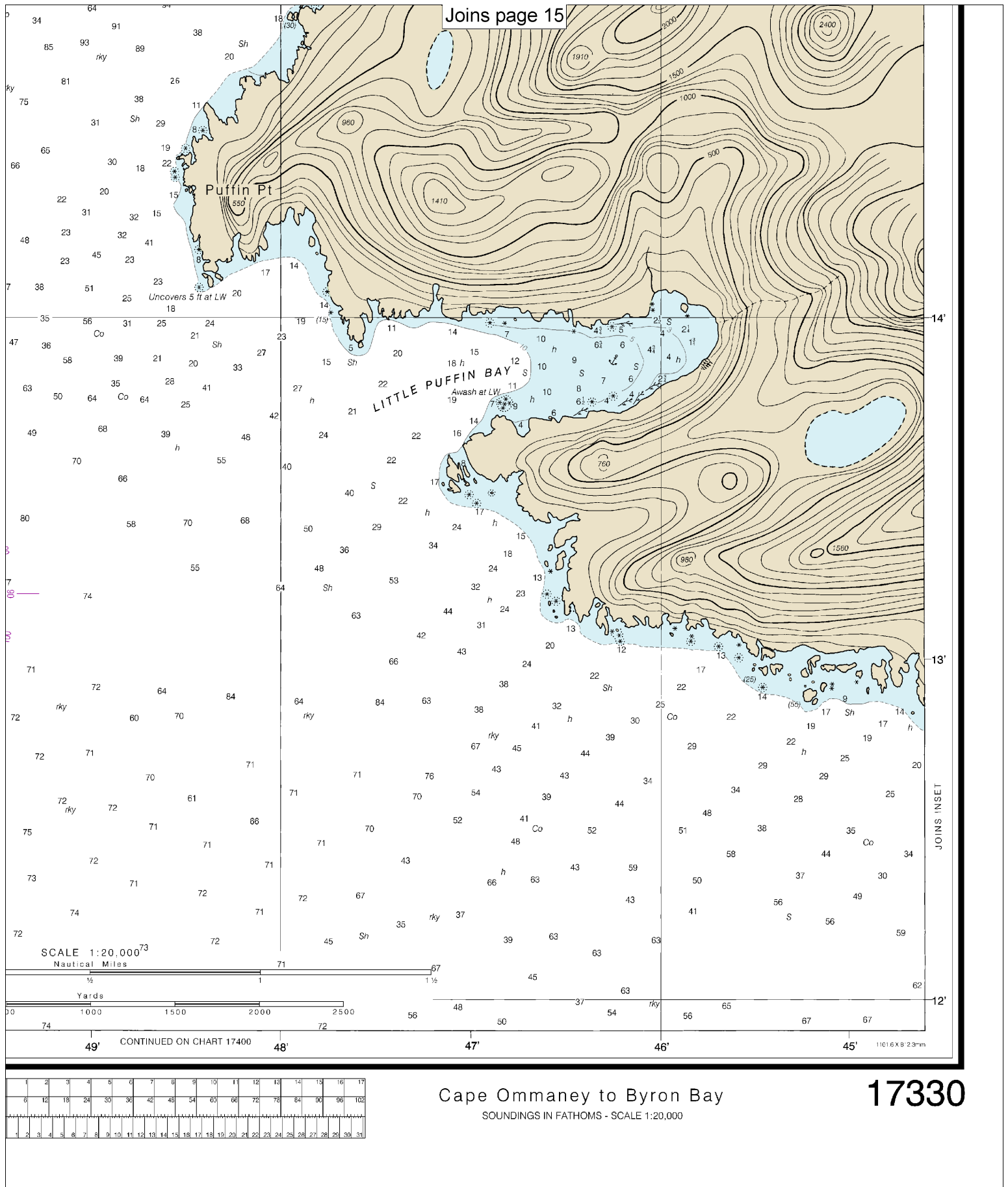
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000

See Note on page 5.





Cape Ommaney to Byron Bay
SOUNDINGS IN FATHOMS - SCALE 1:20,000

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EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.